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## INFORMATION REPORT

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Transportation Department Headquarters

1. In early May 1952 the headquarters of the North Korean army Transportation Department,<sup>1</sup> with approximately 50 men including 30 North Korean army officers, 5 sergeants, and 15 guards, was in Inhung-ni (125-45, 39-03) (YD-389252), in five buildings and in a cave built in the side of a mountain immediately behind the buildings.

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2. The chief of the Transportation Department was Major General CH'ŌN Chi-ōk (0578/5267/0310),<sup>2</sup> [redacted] who had attended the Motor Vehicle University in the USSR (F-2). Under the chief there were four deputy chiefs in charge of Political, Administrative, Mechanical Repair, and Rear Service Bureaus. The following organization chairmen and sections were under the Political Bureau: the Labor Party chairman, the Democratic Youth Alliance chairman, the Propaganda Section, the Military Procurator's Section, the Security Section, and the Transportation Records and Business Section. The following sections were under the Administrative Bureau: the Personnel Section, the Staff Members Section, and the Files Section. The following sections were under the Mechanical Repair Bureau: the Organization Section,

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the Car Inspection Section, the Repair Section, and the chief mechanic. Under the Rear Service Bureau there were the Accounting Section and the General Affairs Section.

3. In the cave at the Transportation Department headquarters there was a conference hall, a storeroom for secret documents, and separate living quarters for each of the following: the Transportation Department chief, the chief mechanic, and the Labor Party chairman. The electric power for the lights and stoves in the cave was supplied by two transformers outside among the buildings; one was a 5 kilowatt and the other a 15 kilowatt unit. The cave was protected from bomb explosions by two red brick walls about 2 meters high just inside the cave entrance. The five buildings outside the cave housed the transportation office, the personnel section office, a conference hall, and an office for the Soviet advisor and the Transportation Department chief. The buildings and cave entrance were enclosed by three rows of barbed wire about 15 feet apart. There was one guard at the main gate at all times. The troops attached to the Transportation Department were fed and quartered somewhere outside of the headquarters enclosure.

#### 2 Transportation Unit

4. In early May the 2 Transportation Unit of the North Korean Army Transportation Department was at Ch'ung-dong (125-44, 39-08) (YD-3635)<sup>3</sup> (F-2). The unit numbered about 300 men, who were billeted in private homes in Ch'ung-dong. The unit was charged with transporting ammunition, food, and other war material to Kaesong (126-33, 37-58) (BT-8505) and Haeju (125-42, 38-02) (YC-3713). About 75 of the unit's Soviet-made ZIS and GAS trucks were used to transport arms and ammunition from the Kan-ni ammunition dump (125-42, 39-08) (YD-348353). Ten to fifteen of these trucks were kept under some pine trees at approximately 125-45, 38-08 (YD-375356) during the daytime.

#### 6 Transportation Unit

5. In early May the 6 Transportation Unit of the Transportation Department was at approximately 125-46, 39-13 (YD-403446). The unit numbered approximately 300 men, who were billeted in private homes in the village of Yunggol-san (125-47, 39-13) (YD-4044), about 100 of whom were armed with M/N rifles and PPSH's. At night this unit transported ammunition from the Kan-ni ammunition dump to the eastern front through Kangdong (126-05, 39-09) (BU-4837). There were five revetments at YD-402445 for hiding trucks during daylight hours. Each revetment was guarded by one North Korean soldier armed with an M/N rifle. Other trucks were hidden under the trees in the same area.

#### Motor Repair Shop

6. In early April a motor repair shop of the Transportation Department, employing about 300 civilian workers dressed in North Korean army uniforms and under the direction of about 20 North Korean army officers, was at Sokkwiam (125-50, 39-17) (YD-4452). The officers were billeted in the repair shop compound, and the civilian workers lived in private homes. The repair shop buildings were made of wood, with 3-feet thick outside walls made of stone to strengthen them against bombing. The building roofs were made of sheet metal and were camouflaged with pine boughs. The buildings were completed in January 1952. The repair shop compound was guarded by about 60 North Korean soldiers armed with M/N rifles and PPSH's. The head of the motor repair shop was a North Korean army captain, aged about 27, who had been a driver for KIM Il-song at one time.

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Vehicle Repair Unit

7. In early July a vehicle repair unit of the North Korean Transportation Department, numbering about 80 workers, was at Taet'aryong-ni (125-43, 39-02) (YD-3524). The workers occupied Transportation Department housing extending southwest from point YD-353237 and civilian houses southeast of these coordinates. The unit offices were in a cement building with a tile roof, facing south, measuring 8 by 4 by 4 meters, which was about 150 meters from point YD-353237 along the wagon road running through the valley. The unit repair garages were in two stone buildings with tile roofs about 300 meters from point YD-353237 along the wagon road and about 150 meters from the office building. The garages each measured about 15 by 5 by 3 meters, had no front walls, and were about 10 meters apart. About 20 meters south of the garages there was a wooden warehouse measuring 10 by 2 by 2 meters where a large number of engines and other vehicle parts were stored. The roof of the warehouse was covered with dirt about 30 centimeters deep with straw bags on top of the dirt.
8. The repair unit was charged with repairing and rebuilding North Korean army vehicles. The unit, which operated 24 hours a day and always had at least 10 vehicles undergoing repairs, was equipped with two lathes, one drilling machine, three oxygen welding machines, two grinding machines, and a generator for the electric motors. The wage scale of the workers ranged from 750 to 2,000 won per month, depending on their skill. Most of the workers received 700 grams of grain per day.
9. Many vehicles were hidden during the daytime in caves, partially destroyed houses, and beneath trees along both sides of the valley near the vehicle repair unit facilities. Sometimes more than 200 vehicles were hidden in this area. Most of the vehicles were dispatched to or through P'yongyang, crossing the Pot'ong River bridge, approximately 125-44, 39-01 (YD-369225), during the late afternoon or early evening. There were no anti-aircraft guns in the area around the vehicle repair unit.

Sinuiju Truck Transportation Firm

10. In late June the Sinuiju Truck Transportation Firm, attached to the North Korean Transportation Department, was in Sinuiju 850 meters south of the Yalu River at approximately 124-23, 40-06 (XE-189398), in a two-story office building 30 meters long, 20 meters wide, and 6 meters high, with a Japanese-style tile roof and cement walls. The parking area of the firm, measuring 700 by 200 meters, was in a park at XE-191397. There were usually 300 trucks parked in this area. The area was patrolled at all times, and there was a guard post at the main gate. Signboards reading "Truck Shelter Lot" and "Cabinet Transportation Department Truck Transportation Firm" were on the front gate of the parking area. The firm's repair shop was in two barracks, 30 meters long, 15 meters wide, and 4 meters high with cement roofs and wooden walls. The shop was equipped with the following machines: 2 cranes, 1 electric welding machine, 2 oxygen welding machines, 1 x 6 inch lathe, and 1 boring machine.
11. The Transportation Firm was formerly attached to the Land Transportation Control Department under the Ministry of Transportation, but subsequently it was made subordinate to the Transportation Department, directly under the Cabinet.<sup>4</sup> In late June the Transportation Firm had 450 new ZIS and GAS trucks manufactured at the Stalin Motor Car Factory and Lenin Motor Car Factory in the USSR. The new trucks were imported during March, April, and May 1952, and the old trucks were sold to national stores and consumers' guilds. The Transportation Firm trucks had a green circular-shaped design on both doors and on the sides.

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12. The Transportation Firm's trucks were used to transport military supplies from the Sinuiju area to the front lines. The trucks were operated only at night, except in adjacent areas between Sinuiju and Yangsi. In Sinuiju the military supplies were stored in an open space in front of the former Sinuiju Railroad Station and in the buildings formerly occupied by a textile mill which moved to Antung. The Transportation Firm transported medical instruments, Rumanian and Czechoslovakian-made medicine, gasoline, truck accessories, truck tires, truck engines, pork, grain, and other war supplies from Sinuiju to the following points: P'yongyang, Yangdok (126-38, 39-13) (BU-9643), Wonsan, Tokchon (126-18, 39-45) (BV-6903), Manpo (126-17, 41-09) (BA-7259), Chongju (125-13, 39-42) (XE-9096), and Anju (125-40, 39-37) (YD-2988). The truck accessories and gasoline were sent from the USSR to Sinuiju. The gasoline ration of each truck for a trip was determined by the driving distance from the Fuel Supply Bureau.
13. Most of the Transportation Firm's drivers were trained at the Motor-Car Drivers' Institute. There were 18 female drivers. The monthly wages of Transportation Firm employees were 1,300 won maximum, 720 won minimum, and 1,000 won average. The food ration was as follows: light laborers, 600 grams of grain per day, 50 percent of which was wheat flour; clerical workers, 500 grams of grain per day; and employees' dependents, 300 grams of grain per day. In March 1952 3 meters of Soviet-made cotton cloth and a cake of laundry soap were issued to each employee. Also in March relief packages with old clothes from Rumania and Czechoslovakia were given to the employees.

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452 Transportation Unit

14. In early August the headquarters of the North Korean army 452 Transportation Unit, numbering 350 men and equipped with 50 Soviet-made trucks, was in a Buddhist temple at Taesong-san (125-51, 39-05) (YD-4629).
1. Comment. The Transportation Department headquarters assigns all drivers and vehicles to transportation units under its command, and the units keep the headquarters informed of the dispatch and return of the vehicles.
2. Comment. Other information in this office also states that Major General CH'ON Chi-ok, a graduate of the USSR Motor Vehicle School is head of the Transportation Bureau, North Korean Army General Headquarters; and head of the North Korean Transportation Ministry in mid-January 1951. Major General CH'ON Chi-ik, presumably identical with the man referred to here, is vice Minister of Transportation and head of the Transportation Department, North Korean Army General Headquarters.
3. Comment. the 2 battalion of the Transportation Department was at Naedong (YD-3736). Since these coordinates are almost identical with those given for the 2 Unit, this unit is presumably identical with the 2 Battalion.
4. Comment. the Transportation Department, which is also known as the 508 Unit, is subordinate to the North Korean army general headquarters but is under the administrative control of the Transportation Ministry. This presumably explains why the Transportation Department is referred to as an army unit in paragraph 1 and as being directly under the cabinet in paragraph 11.

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